From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: Terry Burge <terrybu@netman.ENS.TEK.COM>
Subject: 1L6 tubes
Message-ID: <9606131715.AA11469@netman.ENS.TEK.COM>

Gang,

This guy had 1L6's for $10 plus $2.50 shipping sometime back. I picked up one from him. He indicated he had a large stock of new ones at that time FWIW.

>From: RH3333@aol.COM
>Message-Id: <950906125436_12343828@mail06.mail.aol.com>
>To: terrybu@netman.ENS.TEK.COM
>Subject: Re: 1L6 TUBES AVAILABLE-Unlim...
>Content-Length: 137

>RIchard Hale
>902 Lothian Dr.
>Tallahassee, FL. 32312
>904 386-2729

>Please include $2.50 for shipping and handling
>Thanx
>RH3333@aol.com

Terry
KI7M

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: Cal Eustaquio N6KYR <ceustaqu@dot.w6bhz.calpoly.edu>
Subject: 312-B3 resto complete
Message-ID: <Pine.SUN.3.91.960613054901.13716C-100000@dot.w6bhz.calpoly.edu>

Hollow, All:

Just the final update on my restoration of my B3. Cleaned up the cabinet (as I said) with Meguiar's cleaner. Replaced the feet hardware and added a nylon wire clamp to act as a strain relief for the spkr cable. Cleaned the trim ring and considered repainting it. Some two cut marks could be seen up close and that bothered me. However, as I was about to spray the trim, I noticed that Collins stamped their part number on it. Decided that overspraying this ring wouldn't be a good idea. Besides, I was being somewhat picky. Overall, the ring looks fine. Now for the"icing on da cake." I know how everyone is with matching everythings. Screws fall into the same kat. The hardware mounting the spkr was non-stock and non-black. I took the original hardware that attached the trim/spkr/grill to the cabinet and matched it up with some trusshead screws of the same style. The new hardware was simply a larger version of the example. However, it was plated. I ended up sanding the screws to make the paint stick, sprayed with flat black, let dry, sprayed again, let dry, then oversprayed with poly-urethane clear. Let dry overnight, then added nylon washers to the screws and bolted them back to the grill. Mounted the hardware and viola: One nice lookin' 312-B3 waiting for its 75-S3 mate to arrive. Moral of the story: keep looking around for that elusive something. You'll find it. But the best part is fixing it up. Cal.

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: 6SG7 sub?
Message-ID: <199606130314.WAA17350@zoom.bga.com>

As MODSTEPH@ACS.EKU.EDU said
>
> I brought home a National NC-125 in nice physical shape. Turned it
> on and it worked, although not as well as I would expect. Tube check
> turned up four bad tubes, including 6SG7's in IF... Any resonable subs
> for that (6SH7, 6SK7, e.g.). I cannot find my tube substitution manaul.
>
>

6AB7/1853 generally will work in 6SG7 circuit if you connect the G3 and cathode leads together on the socket (internally connected on 6SG7).

I would be very suspicious of a "tube tester" test that finds a lot of "bad" tubes. Test the tubes by operating them in the circuit.

6SH7 and 6AC7 roughly correspond, but both are sharp cutoff, so should not be used in an AVC-controlled circuit.

--
****
Hank van Cleef vancleef@bga.com vancleef@tmn.com
****

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: Al Klase <alklase@postoffice.ptd.net>
Subject: Re: 6SG7 sub?
Message-ID: <199606130320.XAA29425@ns1.ptd.net>

At 04:41 PM 6/12/96 -0500, you wrote:
>I brought home a National NC-125 in nice physical shape. Turned it
>on and it worked, although not as well as I would expect. Tube check

>turned up four bad tubes, including 6SG7's in IF... Any resonable subs
>for that (6SH7, 6SK7, e.g.). I cannot find my tube substitution manaul.
>

I'd avoid the 6SH7 because it's a sharp-cutoff tube. The 6SK7 should do OK, but be aware there is a slight difference in pin outs: The SG7 has supressor and cathode tied together internally and both are connected to pins 3 and 5. The SK7 has cathode on 5 and supressor on 3. Just make sure the socket pins are tied together in the set.

Good listening,
Al
Al Klase - N3FRQ
alklase@postoffice.ptd.net
Flemington, NJ

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: wt465@freenet.victoria.bc.ca
Subject: <<<   RADIO / ELECTRONICS BOOKS FS   >>>
Message-ID: <01I5V0NXY1HU8ZLEFW@KUHUB.CC.UKANS.EDU>

NOTE: All books are plus shipping.

A "package deal" can be arranged for anyone interested in buying the entire lot.

All prices are negotiable.

BILL WORTHINGTON
AA4FM/0
EUDORA, KS   66025

----

*   RADIO OPERATING QUESTIONS AND ANSWERS
Arthur R. Nilson
J.L. Hornung
7th Ed, 1940, hardback, 415 pgs
McGraw-Hill, pub
Condition: Good
$18

*   MODERN RADIO SERVICING TECHNIQUE (Radio-Craft Library No 27)
by the editors of "Radio-Craft" (Hugo Gernsback)
1941, paperback, 65 pgs
Radcraft Publications

Condition: Fair (pages good, cover rough)
$35

* PRACTICAL ELECTRICITY
Terrell Croft
4th ed, 1940, hardback, 700 pgs
McGraw-Hill, pub
Condition: Excellent
$50

* PRINCIPLES AND PRACTICE OF RADIO SERVICING
H.J. Hicks
1st ed, 1939, hardback, 305 pgs
McGraw-Hill, pub
Condition: Excellent pages + binding, cover fair to poor
$20

* VACUUM TUBE VOLTMETERS
John F. Rider
1st ed, hardback, 179 pgs
John F. Rider, pub
Condition: Fair to good
NOTE: includes original receipt from Specialty Dist Company in Macon, Georgia, dated 7-19-46
$25

* SERVICING SUPERHETERODYNES
John F. Rider
Revised ed, 1934, hardback, 308 pgs
John F. Rider, pub
Condition: Fair to good
$35

* AN HOUR A DAY WITH RIDER ON RESONANCE & ALIGNMENT
John F. Rider
1936, hardcover, 91 pgs
John F. Rider, pub
Condition: Fair
$20

* AN HOUR A DAY WITH RIDER ON D.C. VOLTAGE DISTRIBUTION IN RADIO RECEIVERS
John F. Rider
1936, hardcover, 96 pgs
John F. Rider, pub
Condition: Cover, poor - Good pages and binding
$15

* UNDERSTANDING RADIO
Herbert M. Watson
Herbert E. Welch
1940, hardcover, 603 pgs
McGraw-Hill, pub
Condition: Good to excellent
$45

* PRINCIPLES OF RADIO
Keith Henney
4th ed, 1942, hardcover, 549 pgs
John Wiley & Sons, pub
Condition: Good to excellent
$50

* RADAR ELECTRONIC FUNDAMENTALS
TM 11-466 (War Dept Technical Manual)
<< SOLD >> 29 June 1944, softcover, 474 pgs
GPO, pub
Condition: Poor to fair
$10

* TROUBLESHOOTING AND REPAIR OF RADIO EQUIPMENT
TM 11-4000 (War Dept Technical Manual)
<< SOLD >> April 1945, softcover, 57 pgs
GPO, pub
Condition: Fair to good
$10

* ELECTRICAL FUNDAMENTALS
TM 1-455 (War Department)
27 Jan 1941, softcover, 155 pgs
GPO, pub
Condition: Poor
$8

* MODERN RADIO SERVICING
Alfred A. Ghirardi, B.S., E.E.
1st ed, 1935, hardcover, 1318 pgs
Murray Hill Books, pub
Condition: cover is poor to fair - pages are good
$35

* REFRESHER COURSE IN FUNDAMENTAL MATHEMATICS FOR BASIC TECHNICAL TRAINING
Training Div, Bureau of Naval Personnel, Navy Dept
1942, softcover, 171 pgs
U.S. Naval Institute, pub

Condition: Excellent
$20

* THE RADIO AMATEUR'S HANDBOOK
A.R.R.L.
1945, hardcover, 512 pgs + catalog section
Condition: Poor, but all pages intact & readable
$20

* RCA RADIOTRON DESIGNER'S HANDBOOK
F. Langford Smith
3rd ed, hardcover, 352 pgs
Amalgamated Wireless Valve Co., Pty, Ltd (pub)
Condition: Excellent
$65

* BASIC RADIO: THE ESSENTIALS OF ELECTRON TUBES AND THEIR CIRCUITS
J. Barton Hoag, PhD
1942, hardcover, 379 pgs
D. Van Nostrand Co., pub
Condition: Excellent
$55

* RADIO UP TO THE MINUTE
John R. Irwin
Arthur R. Nilson
1926, hardcover, 402 pgs
Edward J. Clode, pub
Condition: Good
$40

* LABORATORY MANUAL IN RADIO
Francis E. Almstead
Kirke E. Davis
George K. Stone
1943, softcover, 139 pgs
McGraw-Hill, pub
Condition: Excellent
$35

* RCA RECEIVING TUBE MANUAL
RCA Manufacturing Co
1940, softcover, 224 pgs
RCA, pub
Condition: Poor, but all pages intact & readable.
Cover is very rough and detached from spine.
$15

```
*       AIRCRAFT INSTRUMENTS
                TM 1-413 (War Department)
<<  SOLD  >>    2 Feb 1942, softcover, 234 pgs
                GPO, pub
                Condition: Excellent
                $20
```

-------------------- END -----------------------

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: Don Reaves <dr@cei.net>
Subject: Albuquerque surplus
Message-ID: <Pine.LNX.3.91.960613014827.25921B-100000@kc5jh.reaves.net>

While on vacation out West in late May, I had the chance to visit a surplus place in Albuquerque, NM called Surplus City. I originally knew about this store from a list circulating on either the BA archives or some other internet source. Directions were vague but I managed to locate it and it is a junk junky's dream. I regret not having more time to wander down the aisles with a high powered flashlight. I must have spent three hours there as it was. Its a moderately large dimly lit building with two huge sections jammed to the ceiling with mostly electronic and esoteric electro-mechanical equipment. Didn't see any classic military gear or ham gear, but plenty of HP, GR, and others tube type test equipment, and thousands of lab grade power supplies of all persuasions. Prices were a bit high, but not out of line with similar retail places. There were bins of components (relays, connectors, pots, knobs, etc.) that seemed priced fairly. The glass display counters held many transmitting tubes. No doubt this facility is fueled by nearby Sandia National Labs and Kirtland AFB. Outside, stored in the dry desert, were rows and rows of 19 inch rack cabinets, and literally an acre or two of surplus equipment, some in various stages of disassembly, with goat trails between them.   Bolt cutters seemed like the primary tool for this "reclamation". I wandered around outside for an hour gawking at this stuff. Power amps, electrical equipment, inverters, nuclear reactors (just kidding, I think, but after a visit to nearby National Atomic Museum and learning about atomic bomb development in the Nevada desert I wouldn't be surprised). This *would* be the place for someone building a 10KW transmitter and needing power components. Back inside, I found a bunch of Tek manuals in the back, and bought a few of those and some catalogs for $3 each. Couldn't locate the proprietor to see if he would dicker on a few heavy items that attracted me.

Surplus City
10805 Central N.E.   (this is the historic Route 66 Highway)
Albuquerque NM 87123

505 292 7131

This is on the historic Route 66 Highway, just off Interstate 40.
Take exit 165 South off I-40 to Central, go east a few blocks on
Central, look for the Surplus City sign on the left.

There are related locations in Arizona and Ohio. From my invoice:

A.R.E Surplus
2000 S. 12th Ave
Tucson, AZ 85713
520 629 9927

A.R.E Surplus
15272 St. Rt. 12 East
Findlay, OH 45840
419 422 1558

Apache Reclamation & Electronics, Inc.
313 W. Apache St.
Phoenix, AZ 85003
602 254 0613

Anybody ever visit these Arizona or Ohio locations?

Don Reaves KC5JH   dr@cei.net
46 Arbor Oaks Drive
N. Little Rock, AR 72120

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: johnmb <johnmb@nando.net>
Subject: re: Albuquerque Surplus
Message-ID: <Pine.SUN.3.91.960613064534.13585A-100000@parsifal.nando.net>

You were just down the street from the BEST BA haunt in
Albuquerque, Electronic Salvage Co. Crammed in a small storefront
is the best assortment of general electronic junque, parts and supplies
I've ever seen, at VERY low prices (and the proprietor Dave, is a
good guy). While living there, it was hard to justify keeping
a parts cache, knowing that a better one was just down the street
at nominal prices. (That didnt stop me from trying, mind you..).
Alas, there is no comparable shop in the Raleigh area! :-)
73
/john
wb5oau/4

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: rdkeys@csemail.cropsci.ncsu.edu
Subject: BA plate battery funzies
Message-ID: <9606131555.AA108032@csemail.cropsci.ncsu.edu>

Whilst getting ready for our BA jaunt aboard the BB55, I decided to put together a receiver plate battery and filament battery that would run the line receivers even without AC power (scarce out on the fantail).

I made a box out of plywood and 2x4's, put a couple of runners under it to keep it from squashing the fingers when setting it down somewhere, and then painted it --- u-guessed-it battleship grey.....(:+}}. For safety, I installed a polarized 250v AC line plug receptacle (one of the kind very rarely used anywhere anymore) and mounted it up in a single plugbox. That plug is used to pipe power to the receivers.

After loading up 16 each 12vdc 7ah sealed lead acid batteries (the smallest ones usually found in surplus from light banks, UPS's etc.) and installing insulated safety plugs on each battery terminal, the thing weighs in at about 100 plus pounds of lead. Not yer small watch battery, but well befitting Boatanchorite or Glowbuggite use. It should run Henrietta Hartley quite well.

The usual charging rate for cyclic charging of such batteries is C/7 for 10 hours or for floating charge C/100 to C/400. So, I put the beastie up on the GenRad regulated power supply, added a classic 25 watt series resitance charging lamp (from Sterling's Radio Manual or Bucher's Practical Wireless Telegraphy) and took measurements of charging parameters.

So for anyone interested in building up plate batteries for BA use, the following data was obtained, that might be of use.

```
Battery = 192vdc 7ah
Cyclic Charge Rate = C/7 = 7/7 = 1.000 amp max for 10 hours
Floating Charge Rate = C/100 = 7/100 = 0.070 amp, to,
                       C/400 = 7/400 = 0.017 amp.
```

For practical reasons, I expect about 20 ma for floating charge to maybe 150ma max charge (all I can get out of the GenRad power supply).

Thus, working for a range of possible charging currents of 20 to 150ma, I wanted to see what voltages and lamps could be used, reasonably.

Expected battery usage is 50-100 ma to run things like the RAL and the RBC receivers on 180-192 plate volts.

Note: Outgassing on these batteries occurs at about 100 ma and above, so I wanted to try to keep outgassing minimal and stick to a floating charge that would replenish my use from the battery over time. If I used the battery 3 hours a night 7 days a week at 100mah, it would require about 130% of that recharge to replenish the battery. Thus charge C would be:

C = 1.30 x 3 x 7 x 100 mah = 2730 mah per week, or 16 ma per hour

constant floating charge current. Using that basis, I wanted to see what the charging parameters might be for average use.

1) using a 60 watt lamp charging resistance the current was easily set to up to 150ma, but the power supply was hard to control and maintain a constant charging current (too sensitive).

2) using a 25 watt lamp charging resistance the current was easily set to up to about 130 ma at 275 volts and the lamp lit moderately brightly. Control of regulation was good. At 75-100 ma current, the bulb was just perceptibly glowing a weak orange glow and the voltage was 240vdc. At 20 ma it was hard to control again (too sensitive).

3) using a 4 watt xmas tree lamp in the small edison base socket, the current was easily set at any value up to 40 ma at 275vdc. At 250vdc it regulated nicely at 20ma. At 220 vdc it regulated nicely at about 16ma.

Thus, I can now comfortably float the plate battery across a 220 vdc source from a very small transformer, using a 4 watt xmas tree lamp as the charging resistance, and have a good floating charger for the battery.

Upping the charging current to about 20 ma and then pulling the charge line while operating should make for a very viable, non-explosive battery system to keep the RAL/RBC/regenerators/hartleys, etc., happy.

Also, man o man o man is it ever quiet on the tin cans with the RAL running battery power. NO AC HUM at all! Plus, the 6 v 105 ah wet nicad I have along with this plate battery will run the RAL and the RBB off battery power for the entire FD funzies (3 days) without blinking!

One does not really appreciate how quiet battery power is until one unhooks the dratted AC line.....(:+}}....

73/ZUT DE NA4G/Bob UP

p.s. ....

****

PLEASE BE CAREFUL AROUND HIGH VOLTAGE BATTERIES OF ANY SORT, ESPECIALLY RECHARGEABLE ONES OF HIGH CURRENT CAPACITY. SUCH BATTERIES CAN BE DANGEROUS TO YOUR PERSON AND REQUIRE CARE AND RESPECT IN THEIR USAGE. USE IN VENTILATED ROOMS WHERE HYDROGEN GASES WILL NOT BUILD UP TO EXPLOSIVE LEVELS. KEEP BATTERY TERMINALS COVERED PROPERLY, AT ALL TIMES, TO PREVENT SHOCK.

****

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: jlivingston@cix.compulink.co.uk (John Livingston)
Subject: BA SWL rigs - Eddystone 680X
Message-ID: <memo.198981@cix.compulink.co.uk>

I have to agree with Terry - I have one of these myself. It is one of the last manufactured, and it spent its entire life mounted in a rack, prior to my buying it. It has to have the best dial drive ever. I did a _relatively_ minor mod which was to replace the noise limiter tube by a pentode product detector. It is now excellent on sideband, and the stability is also very good, even on the highest band.

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: bowes@ibm.net
Subject: Re: BC-191 Osc. Mod. Reply
Message-ID: <9606121923.AA0028@localhost>

Dave,

Thanks for the tips re the 191/375. The mod that I was looking for doesn't involve any direct
modification to the rig, it uses a tube socket adaptor to change the 4-pin 211 to the 5+ pin 814.
By incorporating the screen bias resistors into the adaptor it should be possible to change the
oscillator tube without putting a smoldering iron to the rig itself.

I built the supply myself and it is pretty stable, voltage-wise. As far as I can tell the keying

relay hasn't been tampered with. The radio is in near mint condition and appears to have been
untouched by hamming hands (thanks be to God). The only mod that I have done to the radio directly
is to change the audio input circuit by lifting one end of a resistor and grounding another. Both
of these can be easily undone if I desire. This mod allows me to feed the audio to the rig via a
mic preamp and a matching transformer. It makes for a lot better audio than was available from the
old T-17 carbon mic.

BTW, I have a copy of the manual for the rig that tells how to adjust the keying relay. It also
explains how to neutralize the final by using a scope instead of an RF meter. I will have to try
out your method of using an FM radio to see if it makes any difference.

Thanks for the suggestions, I'll be sure to double check the plugs and jacks for the tuning units.

KB8NDS

Tom

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: mflicinski@VNET.IBM.COM
Subject: BeO Block Hazards, SB-230
Message-ID: <199606131430.JAA26222@uro.theporch.com>

Thanks to the many concerned folks who reminded me of the
hazards of handling the cracked beryllium block in the
Heath SB-230. You betcha I wore protective gloves and
followed handling instructions. I have the manual.

I almost mentioned my awareness of the hazard in my original
post to allay concerns but then didn't.

It probably doesn't hurt to remind ourselves about the hazards
that BA voltages present too!

Mike K2UXE
mflicinski@vnet.ibm.com

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: "Barry L. Ornitz" <u856010@eastman.com>

Subject: Beryllium Oxide - Also Safety
Message-ID: <Pine.ULT.3.91.960613111548.21317B-100000@dua150.kpt.emn.com>

On Thu, 13 Jun 1996, Mike, K2UXE, wrote:

> Found a cracked beryllium block in a Heath SB-230 I recently acquired and would like to replace it. It probably will work OK as it is since it is cracked in two diagonally and can be mounted to provide pretty good contact to the tube anode flat and to the heatsink but if I cound find a replacement it would of course be better.

This is beryllium oxide (beryllia) and it is used because, while it is an excellent electrical insulator, it also has a thermal conductivity approximately the same as aluminum. It is a wonderful material, but EXTREMELY TOXIC. In the solid form as a ceramic block, it is quite safe to handle. But once cracked, you should carefully avoid the dust. Wear a quality dust mask and rubber gloves when handling your broken pieces. Wash your hands thoroughly afterward.

If your block is simply cracked into two large pieces with a HAIRLINE crack, you can probably use cyanoacryllate glue to attach them. As long as the crack is approximately perpendicular to the heat transfer surfaces, you will not lose much thermal conductivity. If the crack, however, occurs with any significant portion running approximately parallel to the heat transfer surfaces, you should discard it. [Place it in a sealed jar or paint can. Wait until your local waste agency has a "free hazardous waste disposal day" and take it to them. Many towns are conducting these for homeowners to rid themselves of old paint, solvents, and pesticides.]

Epoxy (24 hour kind) will withstand much higher temperatures than the cyanoacryllate glue. However in this application, the glue is only to hold the pieces together until the tube is properly installed.

> So... is there anyone out there who has re-tubed a '230 with a less expensive tube/tubes and removed the block and heatsink?

I don't remember what tubes were used. I know Eimac made a 4CS250 that was a conduction cooled version of the 4CX250 which is air cooled. What ever you do, expect to add a fan.

> I know Motorola used a similar arrangement for a conduction cooled PA tube in a commercial VHF/UHF amplifier. There may be a replacement suitable from Motorola.

I saw some of these last year at Dayton. Their thermal link might work well.

> Is there a chance that a replacement part might still be

> available from what's left of Heath?

For your sake, I hope so - but I highly doubt it. National Beryllia Division of General Ceramics (Haskell, NJ) is likely the company that made the ceramic pieces in the first place so it might be worth checking there too.

Normally I am not what would be known as an "environazi" when it comes to most chemical use of solvents and such when cleaning boatanchors. If you know what you are doing, you can usually do it safely. In the case of beryllia, however, very few hams and people in the electronics industry realize just how dangerous this material can be. If your broken beryllium oxide thermal link has any possibility of generating dust, don't take chances.

73, Barry L. Ornitz WA4VZQ ornitz@eastman.com

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: "F r6fqHo!ht" <75121.100@CompuServe.COM>
Subject: Re: BOATANCHORS digest 719
Message-ID: <960613050806_75121.100_FHI46-1@CompuServe.COM>

Hi Hans!
Greetings from Honolulu. I also have been having trouble getting digests. I thought I was doing something wrong. I have missed 3 out of the last 10 and sent a message to Jack to see if he can send them again. Haven't heard from him yet. Maybe I'll have to get the missing ones on the Internet.

Regards from Hawaii,
Raymond J. Cote

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: "TOM CLINTON" <TOM_CLINTON_at_ASO200@mail.hq.faa.gov>
Subject: Bogus resistors
Message-ID: <9605138346.AA834689404@mail.hq.faa.gov>

At the recent ATL hamfest I bought a box of assorted resistors and condensers that was obviously part of a closed R/TV repair shop. When I had time to sort through the stuff I was quite pleased with the purchase as it contained a "blue million" KOOLOHM and RAYTHEON resistors in power ratings from 1/2 to 2 watts mounted on display/dispenser cards as well as complete sets of 10 watt and 25 watt wirewounds also mounted on large wall cards. Also included were at least 150 high voltage condensers (600 v and up) - mostly mylars. 99% of the stuff was brand new (but very dusty) and I think I now have

2 or 3 lifetime supplies of these items.

One curious item - when I brushed the dust off the resistors I found that what I thought said KOOLOHM & RAYTHEON, actually said KOAOHM & RAYTHEOM respectively. Apparently these are some kind of knock-offs, which I don't mind, but I can't believe they would actually try to fool people with the similar but bogus names. I checked a few of the resistors and they seem to be OK.

In addition to the items above, there were more than 300 good old IRC 1 and 2 watt resistors still in 4-packs in all the popular sizes.

I paid $15 for the box and wish I'd taken a closer look at the other boxes that the guy had. If he's listening and still has some of the other boxes........

Tom   AD4ML

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: johnmb <johnmb@nando.net>
Subject: Re: Bogus resistors
Message-ID: <Pine.SUN.3.91.960613162024.27573F@bessel.nando.net>

KOAOHM.....

KOA-Speer is a VERY large far east manufacturer of all types of resistor products. If you think of the "IRC" of the far east, you'd be in the right ballpark...
Rgds,
/John
wb5oau/4

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: Michael Crestohl <mc@shore.net>
Subject: Collins stock certificates spoken for!
Message-ID: <199606131212.IAA15041@northshore.shore.net>

Hello Everyone:

Sorry - but the two extra Collins Radio share certificates have been spoken for. These are not cheap color photocopies and so I can not make any more to satisfy the demand. I bought three at Dayton and an keeping one.

73,

Michael Crestohl, KH6KD/W1
mc@shore.net

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: kenc@smartdocs.com (Ken Corwin)
Subject: Re: Command Set Modulators: HV Relay replacement
Message-ID: <199606131653.JAA05606@warp10.smartlink.net>

Ray Mote wrote:

>Wonder why...They made the change at all?

It is quite possible that no change was made but, rather, that there is a mistake in the AN/ARC-5 manual, since the relay part number is correct but the description is of the dynamotor starting relay. I recommend that Mike use one of your NOS 400-ohm units.

BTW, I believe Aircraft Radio Corp. manufactured the relays for the ARA/ATA sets they produced--not Western Electric. Subsequent production of the ARA/ATA sets by Stromberg Carlson and SCR-274-N and AN/ARC-5 sets by many others (including W.E.) probably did use W.E. as a source for the relays.

BC-224/BC-348 information of any kind is always welcome but information on the BC-348-G would really be great!

Ken Corwin (kenc@smartdocs.com) Santa Clarita, Calif.

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: Spencer Petri <spetri@e-tex.com>
Subject: CQ RTTY books sold
Message-ID: <m0uUGNu-0002GeC@e-tex.com>

Thanks,

73 de Pete WA5JCI

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: MODSTEPH@ACS.EKU.EDU
Subject: RE Favorite SWL BA's
Message-ID: <01I5UA012EN2000KK1@ACS.EKU.EDU>

Upon reflection (and considering that SWL'ing is a bit different from two-way communications)...

My favorite SWL BA is the Atwater Kent model 835. BC to 18 mHz in three bands, and fast/slow tuning rates for careful tuning of the SW BC portions. Quite sensitive and stable...

..and it was this receiver which had been in the family since it was new that first piqued my curiousity about radio. Early high school days (50's) and suddenly I am hearing Radio Moscow, BBC, the voices from around the world in languages I cannot recognize...

I still have that radio - rewired it in 1968 (old rubber insulation on wiring was crumbling off), and I still get a kick out of firing it up and tuning the SW bands... I have used it on 40 and 80 CW, leaving the VFO running to act as a BFO for the receiver.

Of course there are better quality communications receivers, but with the wealth of memories attached to that one....

73, Al N5AIT
modsteph@acs.eku.edu

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: spr@earthlink.net (Scott Robinson)
Subject: Foworite SWL radio
Message-ID: <v01530502ade5088f5b21@[153.37.85.119]>

Gang,

I think my favorite is my 1939 GE model FE-112. Yes, it's a civilian radio but I've had it since I traded the guy at the thrift store something or another for it when I was in high school, back when gasoline was more like 30 cents a gallon.

It has a smooth slide rule dial, a dual rate vernier drive that is slow for a small region near wherever you stop, RF stage, separate oscillator and mixer, 2 IFs, and a complex delayed AVC system. It brings 'em right in, it does. Now if only the dial scale weren't so faded...

Scott Robinson
spr@earthlink.net

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: Spencer Petri <spetri@e-tex.com>
Subject: FS: CQ Radioteletype Books
Message-ID: <m0uUEiB-000407C@e-tex.com>

YES, THESE ARE THEM!
1 ea. "The New RTTY Handbook" by Byron Kretzman W2JTP, 1 ea. "RTTY From A to Z" Durward Tucker W5VU. These books are like new. If you are interested in old time RTTY then these are the Bibles.

$10 each or both for $20 and you pay postage.

73 de Pete WA5JCI

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: n4lq@iglou.com (Steve Ellington)
Subject: FS: HW-16 and HG-10B vfo
Message-ID: <m0uUFzB-00035CC@mail.iglou.com>

Excellent physical and electrical condition with both manuals. This will give you Full break in, QSK, cw only coverage of 80, 40, 15 meters with a transmit power of about 40 watts out and a decent sounding receiver good enough to
survive todays band conditions.

$125 for the pair plus shipping from 40272.
Steve Ellington N4LQ@iglou.com

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: David Metz <metzd@cfw.com>
Subject: Govt sale-tubes- what they brought
Message-ID: <9606130317.AA09419@milo.cfw.com>

Well folks they finally posted the list of successfull bidders for the sale 31-6345 that closed about a month ago that had lots of electronic equipment and here are three that you might find
interesting of the 400+ lots for sale.:

7581/KT66   11,000 plus @ $8.08 to: Mitch Mattich box 231056 Pleasant Hill Cal 94523

6AK6 5076 @ 11 cents each to Richardson Electronics, lafox Ill

5643 (not sure if needed for BA's but....) 743 @ 25 cents ea to Kirk Cline Greensboro NC.

Mr. Mattich sure wrote a big check for that bid. I wonder if he intends on exporting them or sitting on them so as to not flood the market? It will be interesting to see what happens to the excessive prices people are now charging for the KT66's for the tube audio crowd.

Fair Radio got a bunch of stuff but it was mostly antenna related and misc stuff

Tucker is still paying $250 and up for scopes.

Anyway, I am no expert here so if you have further questions, just remember to copy file for the sale before it closes and then you can cross it to the file for the successful bidders that will be posted about a month later. I've never bid on one of these sales because everything I would want is usually in Utah and I'm in Va and it would be a little bit hard to convince the XYL to allow me to fly to Utah and inspect a lot of tubes! She already thinks I'm in a midlife "experience" obsessed with heavy iron and glow in the dark stuff and to say I would be back in a few days.... sure!!! I keep hoping to find a lot of 51J's,51S's, R390A's, KWM2A's etc in someplace like Fort George Meade where a pickup could haul it back in a day. So far..... still looking. It seems like you folks in California have the pick of the litter as much of the good items are at AFB's out there.

I hope some of you might know the above people and get can us a good deal if we need any of the above..

73's dave metzd@cfw.com

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: wt465@freenet.victoria.bc.ca
Subject: HALLICRAFTERS S-41G SKY RIDER JR << For Sale >>
Message-ID: <01I5VBP9LXDE8ZKT0J@KUHUB.CC.UKANS.EDU>

Hallicrafters S-41G Sky Rider Jr

MINT condition.

No scratches, dents, dings, or stains.

Absolutely original paint, lettering, knobs, and components.

KNOWN DEFECT: Loud hum in speaker.

$80 (I ship)

Bill Worthington
AA4FM/0
Eudora, Kansas, USA

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: howellh@winthrop.edu
Subject: Heathkit Maruder
Message-ID: <96061300255689@winthrop.edu>

WINTHROP UNIVERSITY   Electronic Mail Message
Date: 13-Jun-1996 00:21am EDT
From: Haney Howell
          HOWELLH
Dept: Mass Communication
Tel No: 323-4534

TO: Remote Addressee   (_smtp%"boatanchors@theporch.com")

Subject: Heathkit Maruder

The recently arrived HX-10 fired up nicely once the 5R4 and one 6146 were replaced. Very nice on CW, fine for its kind on AM, but can't null the carrier on SSB. Audio is ok, but with carrier. The 6AW8 looks cooked and does poorly on the checker. Anyone know a substitute? Awaiting the arrival of the book so will not undertake a major dig until then. Looks nice next to the Apache. Guess I need the Mohawk to round out the species. Let's see, 300+ pounds on two saw horses....

Haney <howellh@winthrop.edu>   no2n

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: DDoonan@vines.etn.com
Subject: Re: homebew nomenclature tags
Message-ID: <0000bdttlldl.0000yekwkuam@vines.etn.com>

You may want to stop by the local 1 hour photo place. They are able to make a photo "print" on a metal surface. It comes in basic brushed aluminum and a "gold-tone" version. If memory serves me, the cost is about $12 for an 8 x 10. They do want it from a negative, but they can usually provide that also for a couple of bucks. A high contrast negative, shot from a xerox copy should work out. The spots from the copy process will print as dots and look a bit like age marks. Shear the 8 x 10 down to size and give it a good coat of varnish.

The 1 hour place will have to send this order "out" so expect a couple of week delay.

Many years ago, I had access to the aluminum photo emulsion material and got OK results duplicating a brass name plate.

73 de Dennis, KG9DO
ddoonan@vines.etn.com

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: Andy Wallace <wallace@mc.com>
Subject: homebew nomenclature tags / lost email to me
Message-ID: <9606131433.AA07216@taku>

Hi, Folks.

Question: has anyone homebrewed military style nametags, like the one on your R-390A or whatever? My RAS-5 (National HRO-jr for the military) has had all of its tags removed and I would like to make some up unless someone can sell me some from a junker. A BAer has offered to xerox his and I was wondering how tough it would be to have new ones silkscreened (I don't care about engraving).

Lastly, anyone who may have sent me personal email since Wednesday noontime, please resend, especially if you haven't heard from me. We had a mail spooler problem and I am back to yesterday morning as far as the inbox goes. Thanks!

73,
--Andy
wallace@mc.com

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996

From: rdkeys@csemail.cropsci.ncsu.edu
Subject: Re: homebew nomenclature tags / lost email to me
Message-ID: <9606131603.AA108060@csemail.cropsci.ncsu.edu>

>
> Hi, Folks.
>
> Question: has anyone homebrewed military style
> nametags, like the one on your R-390A or whatever?
> My RAS-5 (National HRO-jr for the military) has
> had all of its tags removed and I would like to
> make some up unless someone can sell me some from
> a junker. A BAer has offered to xerox his and I was
> wondering how tough it would be to have new ones
> silkscreened (I don't care about engraving).
>
> 73,
> --Andy
> wallace@mc.com

There is or used to be a company in Chicago called MetalPhoto that had kits to manufacture label plates photographically. They had a small kit for 20 dollars or so that would allow one to make very nice tags from a line negative. I had their number on the side of my filing cabinet here for 20 years, as 216-475-0555, but I don't know if that number is any good anymore. I got it from an article in CQ or 73 back about 1975 or so.

Bob/NA4G

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: n5off@w5ddl.aara.org
Subject: LTV Rigs in U-2??
Message-ID: <393663@w5ddl.aara.org>

Who would operate such a rig in the U-2?

BTW, I read a book called "Skuink Works" by Ben Rich. A pilot wrote that early U-2's had no HF transceiver, just a general rec for HF. Anyone know if this is true?

I think Powers quoted that he keyed his HF when he crossed the Russian border. I know the later U-2's have full blown HF transceivers.

By the way II, regarding the ARC-190, my wife, and ad exec, recently received from a paper company a copy of an F-16 brochure as a paper sample. If you want to buy an F-16, this is the brochure you will want to browse. Anyway, a OM here on BA was axing for help with an ARC-190 tuner, looking for info.

This F-16 brochure offers the ARC-190 HF as an option for the F-16, so I guess it is not hollow state.

oops, "an" above, not "and". No full screen edit here.

73 de tom

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: jeffa@ix.netcom.com (Jeff Anderson)
Subject: Need info on G133F/51S-1 receiver
Message-ID: <199606131217.FAA08132@dfw-ix11.ix.netcom.com>

I'm looking for information on a G133F receiver. This is a Collins 51S-1 modified by LTV Temco Aerospace Division in Greenville, TX. It has some features not on the 51S-1, such as a switch labeled "AM BFO" and a ten-turn pot.

Does anyone know what these modifications do? And does anyone have a manual that they could sell or copy (I'll pay!), or know where spare parts can be obtained?

And finally, does anyone know about the history of this receiver?

Thanks,

- Jeff, WA6AHL

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: Rick Blank <rblank@legend.txdirect.net>
Subject: Re: Need info on G133F/51S-1 receiver
Message-ID: <1.5.4.32.19960613143150.00683d0c@txdirect.net>

At 07:20 AM 6/13/96 -0500, you wrote:
>I'm looking for information on a G133F receiver. This is a Collins
>51S-1 modified by LTV Temco Aerospace Division in Greenville, TX. It
>has some features not on the 51S-1, such as a switch labeled "AM BFO"
>and a ten-turn pot.
>

My recently acquired G133F doesn't have the ten turn pot, it has a headphone jack where the "AM BFO" pot would be....I quickly looked at the wiring harness to see if there may be extra wires for the rheostat, marked as R1102 on the back side of the panel, but didn't see any obvious ones.

> Does anyone know what these modifications do? And does anyone have a manual that they could sell or copy (I'll pay!), or know where spare parts can be obtained?
>

It appears as most all of the functional parts are 51S-1 parts...but, since I don't have a stock S-1, I cant really say....I do like all the little spring loaded tube holders, though.

The chassis of mine is cleaning up very well, I should be able to finish the radio in about another 4 or 5 nights of work....I can't wait! The chassis size is not that of the normal 19" rack so I am going to see if the unit can be slipped into an S-Line rack mount adapter....rather do that then just have the thing sitting around looking ugly...

The power supply on my G133 is not the Collins original one...this one is mounted on a piece of aluminum stock that sits on top of the S-1 chassis and has another piece of aluminum screwed to it that goes between the power supply transformer and choke and V9, V11, and V17...this piece of metal coneects also to the tuning rack cover and appears to add more stability to the radio's chassis...I don't think that this piece is in the stock S-1. The A/C cord is also hardwired into the power supply subassembly with a blanking plate where the original 9-pin power conector was originally...

Mine originally wasn't working too well when I first brought it home, but a removal of all the tubes and a squirt of DeoxIt on al the tube pins and sockets along with squirting some on the turret selector assembly connectors and contacts brought it back to life...I was able to receive WWV quite well on a 24" scanner antenna plugged intot he back of the radio.

My S-Meter was also stuck and inoperative. I removed the mechanism from its case and VERY carefully touched the needle to try and move it a bit....it was still sticking...I loosened the tiny screw that, well, for want of a better term, sets up the end float of the armature and was able to very, very carefully start working the meter needle back and forth until I was able to move it by just blowing lightly on it....I hope that it'll work now! Even the zero adjustment is once again operational.

In Jay Miller's pocket guide to Collins gear, he states that the color of the 51S-1 meter face may originally be a yellowish color...well, mine is a translucent white,

without a touch of aging or discoloration....the S/N of the Collins radio
inside this
goomer is #357, seems as if allt he crystals and other dated items lead me to
believe that the radio was built by Collins in 1962 and modified by LTV in 1970.

Finally, one of the other fellows on the list that has one said he got a manual
copy from Fair Surplus...I need to check that out, too, as I have no books or
manuals on the 51S-1 or the G133F.

>And finally, does anyone know about the history of this receiver?
>Thanks,
>- Jeff, WA6AHL
>

Rick Blank, KI5SL   rblank@txdirect.net
2223 Blanco Road   KI5SL@K3WGF.STX.USA.NOAM
San Antonio, Texas 78212   AMSAT NA#26195

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: "Allan Fritsche" <fritsche@msn.com>
Subject: Never ending saga of the S-36A
Message-ID: <UPMAIL03.199606132028230177@msn.com>

Gang, came home early today to finish cleaning up the top of the S-36A.
Was in process of spraying the 956,954, 955 tube sockets and everything
went well UNTIL, Was reinserting all the little guys when low and behold
I broke the Plate connector terminal on the 954 tube. Crap, I don't wont to
pay 16 Bucks for a tube locally. Anybody got a 954 they would love to part
with for something reasonable.
Please let me Know.

Thanks In Advance
Al
fritsche@msn.com

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: Never ending saga of the S-36A
Message-ID: <199606132210.RAA22199@zoom.bga.com>

As Allan Fritsche said
>
>
> Gang, came home early today to finish cleaning up the top of the S-36A.
> Was in process of spraying the 956,954, 955 tube sockets and everything

> went well UNTIL, Was reinserting all the little guys when low and behold
> I broke the Plate connector terminal on the 954 tube. Crap, I don't wont to
> pay 16 Bucks for a tube locally. Anybody got a 954 they would love to part
> with for something reasonable.
> Please let me Know.
>

I'll agree that an S-36A is a "never ending saga." I need to take mine apart again for the third time to replace the ball bearing balls in the tuner (they are 3/32, .093---order qty. 100 from a bearing supply place).

I'm not going to ask how you managed to break the plate lead off a 956. Both of the pentodes are very tricky to install with the side shields in place. I had trouble with grid and plate connectors making contact until I unsoldered them and gave them a good cleanup and acid dip.

For acorns, I'd suggest getting them from Antique Electronic Supply. They seem to have WW-II surplus in stock---think they are Hytron.

Don't tell the toob audio types about acorns and their nut-like tone, or they'll get scarce as 7199's.

--
****
Hank van Cleef vancleef@bga.com vancleef@tmn.com
****

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: azoth@netcom.com (Az0th)
Subject: Oddball Connectors?
Message-ID: <199606131337.JAA02960@netcom6.netcom.com>

Hiyall,

It's got to be some sort of FAQ I suppose, but I don't recall many answers (FABNAQ: Frequently Asked But Not Answered Question?) so I'll re-ask, and take notes this time.

Where in these dark days might one obtain 8-pin, 9-pin and 11-pin *plugs* to mate with all those 8, 9 and 11 pin sockets used on so many old BA's?

I'm not above using the bases of busted bottles, in a pinch, but there oughta be a better way.

How about those funny 4-pin and 5-pin connectors used on lots of BA-period, but typically Japanese, gear like Allied A/SX-190's and Yaesu FR-101's, the round ones that look a lot like the ones used in simpler car-stereo hookups, but aren't? I've heard TenTec uses something similar; where do _they_ get'm?

BTW, my late EAC R-390A meters do glow, but just a little, FWIW.

73 de KF4FJH - RF Buchanan

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: midshires@cix.compulink.co.uk (Andrew Emmerson)
Subject: Propagation 1937-39
Message-ID: <memo.199897@cix.compulink.co.uk>

>The BBC had started regular television broadcasts in the fall of 1936 from London (405 lines, 25 frames per second) using a frequency around 44 MHz <snip>

Correct. Vision on 45MHz, sound on 41.5MHz. Tx was at Alexandra Palace, in north London.

> ... and the broadcasts were received at times by the RCA folks at a location on Long Island, New York in the 37-39 period.

Yes, the place was called Riverhead, I think. Several photos of received pictures exist and apparently RCA also took film recordings off-screen plus some sound recordings. BUT where are they? I cannot trace anyone who knows where they are now. With the 60th anniversary of the start of high-definition television in Britain coming up this year, these recordings would be very interesting to broadcast. Can anyone shed any light on their whereabouts?
73, Andy G8PTH.

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: JOHN_SEHRING.parti@ecunet.org
Subject: PROPAGATION 1937-39
Message-ID: <9606131400.aa24110@pcusa01.ecunet.org>

The trans-Atlantic reception of British (and French and maybe German) TV signals was reported on at least twice (maybe three times) in the Proceedings of the Institute of Radio Engineers (IRE) in 1937-39. The arts (sadly I made no copies) even have some photos taken off the screen.

The pix show lots of mulitpath (F2 layer prop.) on one shot and another looks smeared as if video high freq response was way down--this could be poor reproduction of photo in the journal or propagation effects. The photos may have been take from individual frames of 16 mm movies. If there are movies of this still in existence, I'd just love to see them!!

They used rhombic antennas (they had plenty of those at Riverhead!) and custom receivers with about 50 uV of video sensitivity. The AM sound signals were reported on many more days than video.

The study was done in response to complaints of co-channel QRM from early TV users.

This all eventually led to the disappearance of TV channel 1 in the USA. It was given to us (6 meters).

In the early 1950's I remember Edward R. Murrow's live TV show which used to roam all over the US showing off the coast to coast coaxial video network. One time, they went to Riverhead to find out of British TV sigs were coming in. The weren't and disappointed a 12 year old kid (me!).

I find this all fascinating. I remember reading (where?) of this kind of reception even into the 1980's by (who?). Maybe certain short wave club members, or? You'd had to have had old style British TV set for this as channel freqs and video standards were different. Sadly, British 441 line TV (used AM sound!) is totally off low VHF since about late 1980's but there are still some low VHF channels in use.

Western Europe `E' channels , Ireland, Eastern Europe `R', Australia, New Zealand, and China have TV channels below 50 MHz.

There are now only 2 TV standards in use worldwide (had been 441 and 819 (French) systems & some others too): NTSC 525 and PAL 625 line.

625 line video can be received on a 525 line set, but channel freqs are not exactly the same. Sound usually won't come thru as N. American sound is +4.5 MHz and 625 line sound is mostly +5.5 MHz.

I found this out when overseas in Germany in 1960's. RCA made a special model b&w TV (was no color in Europe yet) for folks in the service then which could tune the diff channels freqs and had sound strip that could demod European sound (625 line/+5.5 MHz sound).

I remember reception reports of British TV in Australia & New Zealand in
late 1950's, which had the best sunspot cycle in radio history. Heck with
those ol' comm satellites anyway!

-John Sehring (06/13/96 10:30 am MT @Baker, Montana) wb2eqg

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: MEC <danmec@inet.uni-c.dk>
Subject: Re: Propagation in 1937 and WWII
Message-ID: <Pine.3.89.9606130925.A18066-0100000@inet.uni-c.dk>

> Does anyone know what hf propagation was like in the 30's and 40's?
>
> I'm especially interested in 1937 (the year Amelia Earhart disappeared) and then
> 1939 through 1945 (WWII).
>
> I am reading about all the messages sent during the war in both theatres and
> just wonder how things were.
>
> Thanks.
>
> Charlie k0thn 75066.3711@compuserve.com

The sunpsots were very cooperative around 1945. Communication between
tank commanders in North Africa was heard up here. They operated in the
25-38 MHz range with whip aeials, very close to quarter wave size.

My first 10m rig was a German tankset 10WS and UkwEe. I worked " the
world" with it when the band was real open.   I have a fair
collection of the stuff, but am always on the look out for additions, in
case you un across anything Ger.man from WW2

73   Rag LA5HE OZ8RO

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: midshires@cix.compulink.co.uk (Andrew Emmerson)
Subject: Re: Propagation in 1937 and WWII
Message-ID: <memo.199899@cix.compulink.co.uk>

In-Reply-To: <Pine.3.89.9606130925.A18066-0100000@inet.uni-c.dk>
>The sunspots were very cooperative around 1945. Communication between
tank commanders in North Africa was heard up here. They operated in the
25-38 MHz range with whip aerials, very close to quarter wave size.

These signals were also monitored in London. A special antenna was erected on the London television tower at Alexandra Palace.

Andy, G8PTH.

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: "Deane D McIntyre" <dmcintyr@acs.ucalgary.ca>
Subject: Re: Propagation in 1937 and WWII/My Elmer
Message-ID: <9606130327.ZZ44754@ds1.acs.ucalgary.ca>

In message <960613001544_75066.3711_CHI29-1@CompuServe.COM> writes:

>
> Does anyone know what hf propagation was like in the 30's and 40's?
>
> I'm especially interested in 1937 (the year Amelia Earhart disappeared) and
> then
> 1939 through 1945 (WWII).
>
> I am reading about all the messages sent during the war in both theatres and
> just wonder how things were.
>

This is getting a bit off topic, but 1937 was near the peak of the sunspot cycle, and thus the MUF was rather high. The BBC had started regular television broadcasts in the fall of 1936 from London (405 lines, 25 frames per second) using a frequency around 44 MHz, and the broadcasts were received at times by the RCA folks at a location on Long Istand, New York in the 37-39 period. During the war, sunspot activity declined, making for excellent propagation at low frequencies. I know as a fact via my Elmer, Farncomb, VE3BHQ, that Canadian servicemen stationed in the South Pacific during the war would listen to the CBC BC transmitter, CBL Toronto, 740 kc for news from home when a darkness path existed between receiver and transmitter, and that CBL was also heard in Europe at times.

Speaking of Farncomb, my high school science teacher who got me interested in ham radio, I wonder how many on the list got a start in ham radio as he did in 1946. Receiver was a homebrew two tube regen, and xmtr a single tube oscillator. In the thirty years since he was licensed, all of his rigs had been homebrew except for a Halli receiver (I forget which model) which he claimed was the worst piece of junk he had ever owned. The only manufactured rigs he had any respect for were made by Collins.....he had lots of good advice for the young squirt (me) i.e. avoid the Eico "Seven Drifty Three" at all costs....to me he was T.O.M.

73, Deane D McIntyre VE6BPO
dmcintyr@acs.ucalgary.ca

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: Brian Summers <bsummers@intranet.ca>
Subject: Propagation WWII
Message-ID: <199606132214.SAA31566@hal.intranet.on.ca>

Last fall I received a visit from an elderly British Ham visiting the Ottawa (Canada) area who saw me working on an antenna in the front yard. Alas, I don't remember his call.

In conversation about his WWII army experiences he mentioned that whilst on exercises on Salisbury Plain (Southern England), he and his mates sometimes heard transmissions from British Tanks in the North African desert. The tanks were using the VHF transmitter part of the 19 set. This was specifically for tank to tank communication and I don't believe was expected to be of much more than a few thousand metres range.

Naturally nobody believed them. After all, "everyone" knew that VHF transmissions couldn't possibly propagate from North Africa to the UK.....

Oh yes; I know I shouldn't work on antennas in Canada until January or February, when the temperature is 30 below, the snow is knee deep and the wind is blowing. Must be getting soft in my old age (oops, maturity).....

Brian VE3JKZ

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: dfrancis@usa.net (Dexter Francis)
Subject: Re: Quest Tube Sale Update (!!!)
Message-ID: <v01520d00ade5770a8a32@[192.156.196.147]>

Greetings all -

Many of you may be interested in knowing the story behind the Quest Electronics sale.

Apparently the old owner had sold the business last year and the new owners walked away after a
few months. The inventory had been used as collateral, so Bill got it all back. He didn't want

to re-start the business, so he decided to sell off all the tubes in one lot and have a professional auctioneer come in to dispose of all the other items, which were mostly computer related.

What with my being let go from Apple last month, and having some time and a little cash on hand as a result, I guess I needed something to do so...

So, I bought the whole tube inventory
(it's at least 50,000 tubes)

I haven't gone thru the entire list yet, and still need to get it down here from Denver, but needless to say, I ought to be able to help out with any firebottle needs y'all may have in the near future.

I'll keep you posted as things develop.

-df

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: "Lahlum-FLR111 Ross" <ross_lahlum@msmail.wes.mot.com>
Subject: RE: R390 Meters?
Message-ID: <9606121438.AA06561@kay.wes.mot.com>

Gary & List,

I suspect the radium isotope has a rather short half-life, because mine just barely glow in the dark, too. I did check them with a Geiger counter and they still spray out some particles, but one is stronger than the other, although the one with stronger radiation is the one with less visible glow (go figure)! I have also noticed that they glow stronger if they have been "charged" up under light. There was a thread on this a couple of months ago, so you might want to check out the archives for more info.

73,
Ross

On Tue, 11 Jun 1996, Lahlum-FLR111 Ross wrote:

> Jack,
>
 Whats the deal about the meters. Why are they not there? It must be a
> conspiracy of some kind...
>
> Are such meters (original) difficult to find?
>

My R390 and R390A both have original meters and they do not glow in
the dark. I feel deprived. What's the story on the wimpy ecologicaly
correct meters? Who do I blame? Green peace? Ralph Nader?
I want my gamma rays.
Got any tritium paint?
73 Gary N9ZSV

> ---
>
>
>
>

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: mflicinski@VNET.IBM.COM
Subject: SB-230 Part needed - Beryllium Block
Message-ID: <199606131343.IAA23112@uro.theporch.com>

Found a cracked beryllium block in a Heath SB-230 I recently acquired and would like to replace it. It probably will work OK as it is since it is cracked in two diagonally and can be mounted to provide pretty good contact to the tube anode flat and to the heatsink but if I cound find a replacement it would of course be better.

So... is there anyone out there who has re-tubed a '230 with a less expensive tube/tubes and removed the block and heatsink?

I know Motorola used a similar arrangement for a conduction cooled PA tube in a commercial VHF/UHF amplifier. There may be a replacement suitable from Motorola.

Is there a chance that a replacement part might still be available from what's left of Heath?

Keeping my fingers crossed...

Mike K2UXE
Round Rock, TX (near Austin)
mflicinski@vnet.ibm.com

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: Terry Burge <terrybu@netman.ENS.TEK.COM>
Subject: Re: SB-230 Part needed - Beryllium Block
Message-ID: <9606131535.AA02843@netman.ENS.TEK.COM>

Mike,

According to the Heathkit boot you should ware gloves and be very careful with this berilium (sp) block. Avoid chips and such cause it is suppose to be *VERY POISONOUS*. FWIW
Terry

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Tough Tuning BAs
Message-ID: <93198.ddillman@igc.apc.org>

The recent thread about the difficulty of tuning over an extended range with some BA receivers (such as the R-390A), combined with the placement of my "new" HRO-50T1 on the operating desk for the first time tonight, prompts me to make the following observation: Ha!

Try a little bit of *this* for a fast QSY: Find the right coil pack from the stack, select general coverage or band spread on each of the four sections of the coil, turn off the B+, remove the old coil pack and insert the new one in its place, select the correct dial scale to correspond with the new coil and turn the B+ back on. Only *then* do you get to twirl the magnificent PW dial.

Complaining? Wadda ya mean, complaining? I *love* it!

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: ross@hypertools.com (David Ross)
Subject: TRADE: Command Set connectors

Message-ID: <199606130355.UAA07208@desiree.teleport.com>

BA Folks -

Am looking for the three pin connector used to bring +28V into a Command Set modulator or in/out of the J-17/ARC-5 junction box.

I've got a reasonable selection of Command Set connectors as well as some original Command Set 6743 RX local tuning knobs, and will trade a spare connector or knob for the 3 pin power connector.

Also looking for two ea. connectors to fit the RL-41 & RL-42 antenna reels and/or the BC-461 control head (it's a nine pin connector with female pins, two large and seven small - the metal shell has a male thread which screws _inside_ the chassis connector shell).

73 & thanks
Dave Ross   KA6EPI   ross@hypertools.com

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: Morris Odell <morriso@vifp.monash.edu.au>
Subject: Re: variable transformers
Message-ID: <199606130326.NAA24211@vifp.monash.edu.au>

Hi Ben from a chilly Melbourne,

> Hello everyone, greetings from a rather hot Houston Texas...

>
> Does my hookup sounds good to y'all? What is the electrical theory
> behind these units? I thought the tap would be on the secondary, not
> the primary! Just want to double check it with all you tubemasters
> before I hooked up my 115 VAC (ooops, I mean my 130 VAC) house current
> to it.

Your hookup sounds quite OK. These transformers (I assume you're talking about a "Variac" type) are auto transformers with ony one tapped winding. There is no separate secondary as such. The supply is connected to the two ends and the output is taken between the tap and the "cold" side of the winding.

A couple of important points:

1. There is NO ISOLATION between the input and output so be aware of the

safety implications.

2. The tap has a carbon brush type tip which has a reasonably high resistance as it is meant to bridge a couple of turns on its travels to ensure smooth control. A low resistance tip would result in a shorted turn with dire consequences. If you ever need to replace the tip, make an effort to get the correct type.

73 and good luck

Morris Odell VK3DOC   Melbourne, Australia
morriso@vifp.monash.edu.au
http://www.vifp.monash.edu.au/CFM/staff/mo.html

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: Bill Meara <w.meara@server1.codetel.net.do>
Subject: Re: Wafer switch *cry*
Message-ID: <9606130951.AA06588@server1.codetel.net.do>

At 01:57 PM 6/12/96 -0500, you wrote:
>..so I got inside a physically very nice specimen of a Harvey-Wells
>TBS-50D "Bandmaster Deluxe..." and found that the top wafer switch
>(ceramic) was broken.

Al: Hang in there OM! At least you don't have to deal with the guilt that comes with having been the one who broke the wafer in the first place!

I broke a wafer on my HT-37.   What a mess!   Luckily I found a replacement in a junker rig, but it was a real bear of a job getting all those brittle old wires onto the right connectors (without breaking the replacement part!).

    >
73 De N2CQR/HI8   "Hispaniola Heaths and Hallis"
Bill Meara   HT-37, 2B, HW-101, HQ-100
Santo Domingo, Dominican Republic
w.meara@codetel.net.do   PGP PUBLIC KEY AVAILABLE ON REQUEST
or
74537.1100@compuserve.com

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: Cal Eustaquio N6KYR <ceustaqu@dot.w6bhz.calpoly.edu>

Subject: Re: Wafer switch *cry*
Message-ID: <Pine.SUN.3.91.960613042954.13631B-100000@dot.w6bhz.calpoly.edu>

Hmmmm. . .
Another problem to ponder. I already tackled the easy stuff: making
screws for the Johnsons, acquiring the rare 2-pin connectors, and taking
on the Ranger PTT kit. If I could find a way to make substitute wafer
switches, how well do you think that would go over? Cal.

From boatanchors@theporch.com Thu Jun 13 10:18:52 1996
From: MEC <danmec@inet.uni-c.dk>
Subject: Re: Wafer switch *cry*
Message-ID: <Pine.3.89.9606131448.A17967-0100000@inet.uni-c.dk>

> Another problem to ponder. I already tackled the easy stuff: making
> screws for the Johnsons, acquiring the rare 2-pin connectors, and taking
> on the Ranger PTT kit. If I could find a way to make substitute wafer
> switches, how well do you think that would go over? Cal.

Our company used to make rotary wafer switches for over 40 years and I
have seen some wafers in our "junkbox".
If you can be specific I could have a look and see if there is something
that could help you.

73 Rag OZ8RO   at MEC switches in Denmark

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: "Lahlum-FLR111 Ross" <ross_lahlum@msmail.wes.mot.com>
Subject: WTB: Signal Generator
Message-ID: <9606131542.AA22555@kay.wes.mot.com>

Anybody have an FM Stereo Signal Generator they'd be willing to sell?
(Hope this is not *too* off-topic.)

Thx es 73,
Ross
ross_lahlum@msmail.wes.mot.com

From boatanchors@theporch.com Thu Jun 13 19:04:46 1996
From: lkayser@rideau.net (Larry Kayser)
Subject: WW II propagation, status
Message-ID: <199606131831.OAA01415@mail.peterboro.net>

Being a we laddy in diapers at the time I am not prone to remember however I do have my collection of QST's and from them and other sources I have learned...

The solar peak was about 1947/48, the bands were bottoming out by '52/'54. A steady rise in performance during the war, rather fast drop off.

The rise in HF performance during the war was precipitous, the clandestine radio crowd steadily moved up frequency during the War. There was a lot of very long haul HF circuits performing excellently from '42 onwards, in fact I have found some references to frequencies as high as 17 and 18 Mc for outstation rigs running only about 10 watts output at circuit distances of 6000 to 10,000 miles.

The move upward in frequency for the clandestine crowd had a neat serendipity component - much of the (other guys) prewar designed DF equipment stopped at 15 Mc.

10 meters was wide open at the end of the war, giving world wide coverage, speaking with Rod, w9brd about this a while back, he told me that many of the asian gang were only running 15 to 20 watts to an 807. Their signals were frequency extremely loud for many hours each day from anywhere in asia to anywhere in the USA.

The prewar period in general was especially poor, QST of the day makes many comments about conditions in the immediate prewar period.

DX broadcast band reception was fairly common in the pre war period. I have notes from a former home I had on Hudson's Bay of the manager of the day receiving KDKA, WGN and CFRB all day long in the fall, October, which is most unusual. I also found notes in 1938 of ships in Hudson's Bay qsping traffic direct to Coast Stations on the eastern seaboard of the USA on 500/484 Kc in September of 1938. Rommel makes comment in some documents I read a while back to the effect that long range radio conditions were getting better during the war - he was at one point able to exchange detailed messages with Berlin and back in less than an hour.

The F2 propagation support of North African tank radios to europe and north america is in the end not surprising. Those type of radios typically had a NF, by todays standards, of about 12 to 16db they needed good conditions to hear anything!!!

Just in case you think hetrodyne linear repeaters arrived with AMSAT - I have a reference to a Japanese remote receiver system that linked selected HF frequencies up to about 75 Mhz for back haul some 30 miles to a central site. This was done so that ships could transmit very close in frequency to a very loud shore station and avoid DFing.

Larry

va3lk wa3zia